

the remaining portion had already a narrow canal, 30 links in width. He quoted Dr. Kunjan Pillai's opinion recorded after personal inspection of the locality that in order to remove the evil effects of the salt water flowing into the canal from the Vembanad lake, year after year, the only practical remedy was the making of an outlet or canal to bring in fresh water to the fields affected.

Dewan's reply.—In regard to your first suggestion, viz., the construction of a road from Kottayam to Alleppey, it is a very big proposition. The cost may go up to 30 or 40 lakhs of rupees and it is premature to say how the road should be aligned. But I may tell you that orders have been issued already that, when the third period lands in the Vembanad lake are sold in auction, a reservation should be made that the outer boundary of that block should be of the width of 40 feet, so as to facilitate the construction of a road on its top.

You refer to the Kottayam-Kumarakam road. That road has already cost us over Rs. 20,000. The extension of the road to the school has caused a further sum of Rs. 2,000. You want that road to be raised by two feet. That again is a big proposition. I shall, however, ask the Chief Engineer to prepare an estimate.

As regards the Aimanam-Parippu road, you had better show it to me when I go to Kottayam next. You want it to be converted into a cart road. That will cost a lot of money.

In regard to the canal, I find that the estimate for the work came to about Rs. 40,000; the Government said that the people to be benefited by the canal should contribute to it; they refused, and the matter had to be dropped. Nevertheless, the Executive Engineer says that he is investigating the question of reconstruction of the canal, and his report is awaited. The Peishkar also says that the extent of the utility of the canal has to be investigated.

As regards the bridge you refer to, you may show that also to me when I tour in that direction.

79. Certain urgent needs of the town of Kottayam.

Mr. E. N. Eipe (Member, Trading Classes, Kottayam) deplored the want of important public buildings in Kottayam. The District Hospital was located in a building which was originally intended as the residential quarters of a European, with 5 or 6 rooms. This building had not been improved in any appreciable degree to suit the requirements of a hospital. Owing to lack of accommodation, cooly patients coming from Mundakayam, Peermade, etc., could not receive accommodation, and they died almost at the gates of the hospital. There were only 3 in-patient rooms in the hospital building (2 for males and 1 for females). A suitable building on up-to-date lines was a sore necessity and should be constructed at an early date. The Tirunakkara market had outgrown its present accommodation. Government derived an annual income of about Rs. 4,000 from the market and it was highly necessary to extend its area. If this was difficult owing to the present lay of the market, it would afford some relief if permission could be given to vend articles on both sides of the road leading towards the Cutcherry landing, which might be easily widened. Thirdly, the Member spoke on the inconveniences experienced owing to the present diffused nature of the location of public offices in the town. The desirability of locating all the offices within the premises of the present District Court was known to the Government.

Lastly, the Member prayed that Pallikonam *thodu* newly cut and almost completed should be connected with the Aruttuvetti canal by a new *thodu* which would be of benefit to the ryots, as it enabled them to obtain manure for their fields. The rush of water in the new *thodu* from the river, however, caused sudden floods, to the great inconvenience of the people residing around the Pallikonam *padom*, and hence, on the completion of this canal and the bridge, it was essential to connect it with the Aruttuvetti canal. The proposed connection would pass through mostly *poramboke* land and would not cost Government much by

way of land compensation. It might pass from the Pallikonam *thodu*, go in a southerly direction for some distance and then pass through *poramboke* lands on the southern side of the Pallikal *veedu* or pass eastwards through narrow *poramboke* lands, cross Kodimatta and join the Aruttuvetti canal.

Dewan's reply.—I have inspected the Kottayam hospital building and I see no objection to the continuance of the hospital there. It is a very airy and commodious building. I have not received any complaints as to want of accommodation. The insufficiency of cots for patients is a separate matter and it could be remedied without difficulty. The out-patients' dispensary is a separate block. There are some *tatti* partitions in it. I have already ordered that the *tatties* should be removed and that wooden screens with windows and doors should be provided. There is another want in the hospital, *viz.*, a lying-in ward. Arrangements are being made to put up a lying-in ward.

As regards the need for the extension of the market at Kottayam, I inspected it with the late Municipal Chairman, Mr. Thomas, and I made some suggestions to him. The Municipality has done nothing by way of giving practical effect to those suggestions. Without a concrete proposal from the Council, it is not possible to say what can be done by Government and what by the Municipality.

As regards your desire to locate the public offices at Kottayam close to one another, it is a matter in which I am in entire agreement with you. All the offices, and especially the courts where vakils have to appear, should be in one place, and we are keeping that idea in view. But it cannot materialise so soon.

Member.—My proposal is to shift the Munsiff's court to the temporary shed proposed to be put up for the Second Judge's court in the present District Court compound.

Dewan's reply.—I shall write to the High Court.

The connecting of the Pallikonam and the Aruttuvetti canals will, the Chief Engineer says, make the latter canal less navigable and useful. There are engineering difficulties in the way and the matter requires further investigation. Two alternative routes were examined and both were found unsuitable.

80. Some urgent needs of the Changanachery taluk in the matter of communications.

Mr. Parameswara Kurup Eravi Kurup (Member, Changanachery Taluk) emphasised the importance of traffic in the Changanachery taluk and prayed for the conversion of the two 6 feet paths from Putupalli to Karukachal and from Karukachal to Mallappalli respectively into cart roads, with the necessary bridges and culverts. The lands required for these roads were acquired nearly 25 years ago. The first road was six miles long; and if it was converted into a cart road, it would be beneficial to the inhabitants of the eastern portions of the Changanachery, Tiruvalla and Chengannur taluks, as also to the inhabitants of Manimala and other places in the Peermade taluk, afford easy access to the public offices and courts at Kottayam, to the cattle markets at Kottayam and Putupalli, to the bi-weekly market at Tirunakkara, to the educational institutions at Kottayam and to the sacred places (both of Hindus and Christians) at Putupalli, Tirunakkara, Ettumanoor, Vaikam, etc. The distance from Karukachal to Kottayam would be shortened by 11 miles, with the result that some saving could be effected in the mileage to touring officers. This saving alone would be enough to cover the cost of the road. Three bridges and some culverts might also be necessary.

Some 7 or 8 years ago an estimate for Rs. 3,800 was prepared for constructing the road from Putupalli to Karukachal and a sum of Rs. 2,500 was sanctioned for the purpose. Only some earth work was being done every year and it was washed away during the rains. The early completion of this road with the bridges on it was necessary.